

# Hongkong Daily Press.

ESTABLISHED 1857

No. 13,842 號式十肆百捌千叁萬壹第 日柒十式月陸年捌十二緒光 HONGKONG, THURSDAY, JULY 31st, 1902. 肆拜禮 號壹十叁月柒年貳零百九仟壹英港香 PRICE, \$24 PER MONTH

*Journal of Management Inquiry* 18(6)







want of consideration, and whether this want of consideration is not likely to prove very detrimental to racing in the future in Hongkong by holding out to owners no inducement to keep over for the next year's race meeting ponies which have shown fair form. Surely owners of last year's subscription ponies who have kept them for many months at considerable expense are entitled to be able to enter their ponies in more than one race per year and not to have to always meet the pick of the Shanghai subscription griffins which I believe originally numbered from 70 to 80, 41 of which were entered and whose height ranges up to 15 hands.

"Again as to the conditions of weight for such races you propose an allowance of only 3 lbs per inch. Why so? You are aware of the weight-for-inch scale in force in India and the Malay Peninsula, viz., 3 lbs for each quarter of an inch, and you are also aware of the unanimous decision arrived at by the owners of this year's subscription ponies (to which I presume you attach some weight), viz., that to bring water ponies of different heights together on the same scale should be 2 lbs for each quarter of an inch and not 3 lbs per inch. That decision as regards the weight-for-inch scale to bring water ponies of different heights together must, I submit, apply with equal force to all water ponies whether imported this year or last year or any year until it has been found to be an incorrect scale and that another should be adopted, when it will, I submit, be a question to be discussed by you with the owners of ponies. Surely it must be apparent to you that a penalty of only 3 lbs per inch must give an undue advantage to animals ranging from 14.3 to perhaps 15.4 over ponies of 14.3 and under. So far as the scale itself goes it is unknown outside Hongkong. I saw you before you adhere to the programme you have drawn up to give the owners of ponies an opportunity of meeting you and discussing the question."

My letter then went on to make certain suggestions to the Stewards. As I have said I received no acknowledgment even of its receipt.

Up to the 17th June last the old rules and regulations of the Jockey Club were in force, but on that date a meeting of members was duly held at which the new rules and regulations passed on the 3rd June last were confirmed and thenceforth became and are now the rules of the Club. Under the old rules and regulations I do not find one which states that the programme of the various races to be run at the annual race meetings should be settled by the Stewards alone. However, to the best of my recollection this has always been the practice, members not being in any way consulted. To this practice there was no objection whilst China ponies were the only specimens of horse-flesh raced, as the programme had long become a fixed one, at least so fixed that owners and would-be purchasers of China ponies for racing could with reasonable certainty say what races would be found on the programme for the following annual meeting. But with the introduction of the water in 1900 new conditions had to be framed. I was not in the Colony during 1900, and did not return until after the 1901 meeting so cannot say to what extent members were consulted by the Stewards and asked to assist them in framing conditions as to the weight-for-inch scale and the penalties and allowances for winners and beaten ponies for the 1901 meeting, but I can say that regarding the 1902 meeting the Stewards so far as I am aware, consulted no one but themselves. Owners had previously taken the law into their own hands as regarded the weight-for-inch scale and that reason's subscription griffins and from that the Stewards could not depart, but they departed from that scale wherever they could, the explanation afforded to me being to the effect that the decision of the subscribers as to the weight-for-inch scale for 1901-1902 griffins was not binding on the Stewards as regarded other races. That may have been a correct decision but the Hongkong Jockey Club is after all a members club and not an institution run for the benefit of the Stewards, and unless the Stewards were perfectly sure that they were right and all other owners wrong as regarded the more correct weight-for-inch scale it would, I suggest, have been more in accordance with the fitness of things had they consulted owners of water and learnt their views, more especially on account of the previous of such owners that a 2 lb per quarter-inch scale was the better one to adopt for the 1901-1902 subscription griffins and that the 1 lb per quarter-inch scale might not be viewed with favour for 1900-1901 griffins and might be looked upon as unduly favouring horses of 15 hands.

It is with the view of preventing a repetition of what occurred on the programme of the last race meeting, that I suggest that the present Stewards should during the month of August convene an extraordinary meeting of members of the Club under rule 30 of the new rules for the purpose of submitting to the meeting a report and the treasurer's statement of accounts up to April last and for the further purpose of submitting a programme for the next February race meeting, and lastly considering the advisability of holding a single afternoon's race meeting during November next. The new rules did not as I have said come into operation until 17th June last, consequently no half-yearly April meeting such as indicated by rules 27 and 28 could be held and owners are still in a state of uncertainty in the matter of programme. If the Stewards do not respond to my suggestion then I would suggest that all owners who fall in with the view expressed by "An Owner," and myself should communicate with me with the view of calling an extraordinary meeting of members for the above objects under the latter part of rule 30, which is as follows:—

"The Stewards shall also convene an extraordinary general meeting under the same conditions and restrictions at the written requisition, which shall also be published in the notice calling the meeting, of any ten resident members." In this way a consensus of opinion should be obtained as to programme and a much needed flip given to racing; for surely the love of racing is not quite dead in Hongkong but only

slumbering on account of the hot weather and for want of a little encouragement being given these ready to afford a portion of their time and money to maintaining one of the oldest forms of sport in the world.

Apologizing to you, Sir, for my very lengthy letter.—Yours, etc.,

GODFREY C. C. MASTER.

#### THE CORONATION.

TO THE EDITOR OF THE "DAILY PRESS." Sir.—The Coronation of Their Majesties King Edward VII and Queen Alexandra is now officially fixed for the 9th August next, and Reuter informs us that the King has signed the Proclamation making that day a Bank Holiday. May I enquire, through the medium of your paper, what we are going to do locally to fitly commemorate this auspicious occasion? I hope that the Coronation Committee will stir up and fix an official programme as soon as possible. Over \$30,000 has been subscribed by the public, and something should be done. I see no reason why we should not have the services at the Cathedral as originally arranged, a Royal salute at noon, a review of troops, illuminations, and fireworks, and the fish procession at night, besides the torchlight procession and the garden party at Government House. I noticed that the bamboo scaffolding at the Clock Tower, the Post Office, the Supreme Court, and other Government offices were taken down a few days ago; I therefore presume that the Government offices and public buildings will not be illuminated on the night of the 9th proximo. If I am right, it is really to be regretted that such is the case. I understand that a good many, in fact every one of the offices and private residences which were to be illuminated last month, have retained the preparations made, and will very likely do so. Unless the Government decided heartily to co-operate with the public in making a grand display, the Coronation, at least in this Colony, will indeed be shorn of a good deal of its splendour. We have now a two-fold reason for rejoicing, because His Majesty has just recovered from a very serious illness. Let something be done anyhow, so that the numerous subjects of Their Majesties in Hongkong can have an occasion to publicly testify their loyalty to their Sovereign on the auspicious day of their Coronation.—Yours, etc.,

#### ANOTHER OF THE CROWD.

#### THE HIGH-LEVEL TRAMWAYS COMPANY.

TO THE EDITOR OF THE "DAILY PRESS." Sir.—The late interruption in the service of the Peak Trams, owing, so it is said, to the brake being accidentally applied, caused considerable inconvenience to many of the season-ticket holders and others. No notice was circulated by the Managers on Monday night, and consequently several Peakites had to walk all the way down to their offices in the pelting rain on Tuesday, as they had gone to meet the cars as usual and were unable to obtain chairs, though ready to pay for them.

I willingly bear testimony to the very excellent way the tramway service has, generally speaking, been carried on since the line was first opened, and should not now trouble you and your readers, did I not consider that the cause of this last accident calls attention to a weak spot connected with the tramway which, in my opinion, I believe, of practical engineers, as well as in the opinion of those who are simply thinking of the safety of those travelling by the Tramway, calls for serious attention on the part of the management. I refer, of course, to the brake. There is no doubt that the present arrangements for suddenly stopping the car from the car itself are, to a certain extent, efficient. That is, the conductor, by letting go the brake, can stop the progress of the car; but, in order to make the brake suitable for its purpose it should not be an instrument that the conductor is afraid to apply except as the very last resource, or one that automatically applies itself because the conductor's hands are wet and slippery or because his attention is momentarily called away. The consequences of applying the brake at present are, even where no injury to the machinery is caused, of such a nature, delaying the running of the cars, probably for a considerable time, that the conductor will never intentionally release the brake if he can possibly avoid doing so and the result of this some day may be that he delays to let go until it is too late and this may possibly lead to the sacrifice of many lives.

I realize that the brake is only intended to be used in emergencies, but cannot some equally efficient and more satisfactory machinery be substituted which will enable the car to be stopped as soon as serious danger is threatened, instead of the conductor having to wait until an accident is inevitable unless the brake be applied?—Yours, etc.,

H. L. D.

In Paris, according to the *Figaro*, there is a school for teaching young French shop assistants to make up as "quite English, you know." The theory is that the Paris public likes to be served with its hats, boots, clothes, gloves, &c., by Englishmen, and in English shops. Some French firms accordingly require their employees to comport themselves as Englishmen, and to speak their own language "à l'Anglaise."

#### LATEST STEAMER MOVEMENTS.

The C.P.R. steamer *Empress of India* left Vancouver on the 28th inst., p.m., for Hongkong via the normal route of call.

The C.P.R. steamer *Athena* arrived at Shanghai at 7.30 p.m. on the 29th inst., and left again at 3 p.m. on the 30th for Nagasaki, where it is due to arrive at 7 a.m. to-morrow.

The N.Y.K. steamer *Kaga Maru* (American Line) left Shanghai for this port on the 30th inst., and is expected to arrive here on the 2nd prox.

The O.S.S. steamer *Dardanus* left Singapore on the 30th inst., and is expected here on the 4th prox.

#### SUPREME COURT.

Wednesday, 30th July.

IN APPELLATE JURISDICTION.

BEFORE THEIR HONOURS W. MEIGH GOODMAN (CHIEF JUSTICE) AND A. G. WISS (JUDICIAL OFFICER).

THE LUN MOW V. THE LUN CHEUNG TAI.

This was an appeal from a decision of Mr. Justice Smeaton Smith, delivered in the Summary Court on 27th February last. Mr. M. W. Slade, barrister-at-law (instructed by Mr. J. S. Harrison, solicitor) appeared for the plaintiff, and Mr. E. H. Sharp, K.C., barrister-at-law (instructed by Mr. G. K. H. Brutton, solicitor) for the defendant.

The Chief Justice delivered judgment as follows:—The suit in this case was issued on 29th January, 1902, by the Lun Mow Tai firm against the Lun Cheung Tai firm the sum of \$355.87, balance alleged to be due from the defendant to the plaintiff in respect of tea sold and delivered to them by the Lun Mow firm after giving credit on business already received. The transactions took place in 1899, 1900 and early in 1901, and it is not disputed that the tea was delivered, but there is a dispute as to the charges. The action came on for trial before Mr. T. Smeaton Smith, Acting Puisne Judge, in the Summary Jurisdiction of the Supreme Court, on the 27th February, 1902, and after the plaintiff had called their managing partner to prove their claim, Mr. Brutton for the defendants cross-examined the witness and elicited that the plaintiff firm was no longer carrying on business, the Lun Mow having ceased buying and selling since 15th October, 1902, although the firm was not dissolved and still kept up its sign-board for the purpose of collecting outstanding debts. Thereupon Mr. Brutton sought to have taken the objection that the plaintiffs could not sue in the firm name because section 483 of the Code only allows two or more persons claiming as co-partners to sue in the firm name if they were co-partners at the time of the accruing of the cause of action and were carrying on business within the jurisdiction, (as he seems to have submitted) at the time the writ was issued. No one in the Court below took the point urged by Mr. Slade to-day that it was sufficient if the firm was carrying on business within the jurisdiction at the time the cause of action accrued. The first question submitted for the opinion of this Court by the special case settled by the parties was as follows:—"Were the plaintiffs firm carrying on business at the date of the issue of the writ, within the meaning of the Code of Civil Procedure?" We are of opinion that the firm was not carrying on business at the time the writ was issued. Whether may be the proper interpretation of section 483 it is obvious that the objection is technical, going to the form, and not to the real merits of the action. If the plaintiffs had sued in the names of the individual partners instead of in the firm name, no objection of the kind could have been raised, and this was why the plaintiff's solicitor in the Court below, thereupon, asked to have the individual partners constituting the firm, for the firm name, he contended that the Judge below had power to make this amendment under either Section 55 or Section 116 of the Code. The Judge, however, held that he had no such power, and nonsuited the plaintiffs. In my opinion, Section 55 of the Code confers the necessary power. That Section enacts, *inter alia*, that "where it is doubtful whether an action has been commenced in the name of the plaintiff, the Court may, if satisfied that the determination of the real matter in dispute does not, or that it is necessary for the determination of the real matter in dispute to do so, order any other person to be substituted as plaintiff on such terms as may be just." In this case, assuming that the action ought to have been commenced in the names of the individual partners as plaintiffs instead of in the name of the firm, it seems to me to be necessary for the determination of the real matter in dispute, viz., whether the balance claimed for tea supplied was due or not, to substitute the names of the partners for the name of the firm. In the singular, shall include the plural." See section 2 of Ordinance No. 24 of 1897. I am of opinion that the Judge below had, in this case, power to substitute for the firm the individual partners, and that such amendment could injure or prejudice no one and should have been made. Some of the points submitted for the opinion of this Court were found in favour of the defendants but as regards the main point, the power of amending, we find substantially in favour of the plaintiff. I say "substantially" because we are asked whether the plaintiff was entitled to have the writ amended, and although I am not prepared to say he had a right to the amendment, I think the Judge, in his discretion, should in this case have allowed it. The justice of the case will be met by allowing the amendment and letting the case below continue at the point where it left off. This course the parties do not object to. As regards the costs of the appeal, each party must, taking into consideration all the circumstances, bear his own costs. With regard to the costs of the case below these will be determined when its result is known.

The Puisne Judge concurred, and stated that he quite agreed that each party ought to bear his own costs of the appeal.

The Court adjourned.

#### POLICE COURT.

Wednesday, 30th July.

BEFORE MR. F. A. HAZELAND (POLICE MAGISTRATE).

THIEF FROM EUROPEAN'S HOUSE.

Yesterday morning at half-past seven o'clock a Chinese detective was patrolling in Hollywood Road when he stopped a coolie who was carrying a bundle he appeared anxious to conceal. This, on being opened, revealed a few articles of silverware—four dessert spoons, two silver mugs, a silver milk jug, and a silver pepper-box, to the total value of \$30. The coolie admitted that he stole them from a house in Causeway Road, but either refused to or could not give the number. Sergeant J. J. Watt made enquiries in Causeway Road, and found that the articles belonged to Mr. Robinson, of the Piano Company.

The thief was sentenced to two months' hard labour.

BEFORE MR. J. H. KEMP (ACTING POLICE MAGISTRATE).

DANGEROUS GOODS.

P.C. Connell summoned the master of the steamer *Wo King* for neglecting to exhibit two bright lights at night when carrying a cargo of kerosene oil.

The defendant pleaded guilty, and was fined \$25.

#### HONGKONG AND SHANGHAI BANKING CORPORATION.

The following are the accounts of the above bank, the report of which was published yesterday:—

ABSTRACT OF ASSETS AND LIABILITIES.

30th June, 1902.

LIABILITIES.

Paid-up capital 10,000,000.00

Reserve fund 10,000,000.00

Dividend reserve fund 2,250,000.00

Marine insurance account 250,000.00

Notes in circulation

Authorized issue against securities deposited with the Crown agents 10,000,000.00

Additional issue authorized by Hongkong Ordinance No. 39 of 1900, against coin lodged with the Hongkong Government 4,632,985.00

Current accounts 14,623,655.00

Silver 84,831,825.00

Gold, 22,674,490.00 22,670,810.97

Fixed deposits 109,502,635.57

Silver 46,577,376.70

Gold, 23,898,216.00 45,525,068.54

Bills payable (including drafts on London bankers and short sight drawings on London office against bills receivable and bullion shipments) 28,173,424.00

Profit and loss account 3,557,618.92

Liability on bills of exchange rediscounted, 15,999,065.12s. 2d. of which up to date 24,978.66 have run off

\$271,360,329.15

ASSETS.

Cash 44,576,002.54

Loan advanced with the Hongkong Government against coin circulation 5,300,000.00

Bullion in hand and in transit 10,120,880.01

Indian Government revenue paper 2,326,557.59

Consols, colonial and other securities 10,123,255.59

Consols and other securities, viz.:—

250,000 2 1/2 per cent. Consols lodged with the Bank of England as a special Indian reserve, at \$1225,000 31,900,000.00

250,000 3 1/2 per cent. Consols, colonial, national and local loan 4,702,500.00

250,000 other sterling securities standing in the books at 238,750 3,597,500.00

Bills discounted, loans and credits 10,000,000.00

Bills receivable 69,322,105.47

Bank premises 880,388.58

\$271,360,329.15

GENERAL PROFIT AND LOSS ACCOUNT.

Dr. 30th June, 1902.

To dividends written off 15,000.00

To dividend account 533,333.33

\$150,000 at 4 1/2 per cent. on 80,000 shares—

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HONGKONG  
BUSINESS DIRECTORY.

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## PRINTING

**"DAILY PRESS" OFFICE.**  
Proofs read by Englishmen.

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EXTRA PALE LAGER IN CLEAR BOTTLES,  
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ANHEUSER BUSCH BREWING  
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This Beer is brewed of best Saazer Hops and  
finest Barley Malt only, and warranted not to  
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Hongkong, 25th July, 1902. [2039]

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30, DES VOEUX ROAD CENTRAL.

ALL KINDS OF SANITARY APPLI-  
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ORIES Supplied and Fixed.

AGENTS FOR MOSAIC TILES. [118]

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FOREIGN AND COLONIAL STAMP  
DEALER.

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Will be glad to send STAMPS on approval  
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ences.

Is also prepared to purchase used POSTAGE  
STAMPS in Large or Small Quantities for Cash.  
AGENTS WANTED.

15 to 20 percent Discount Allowed. [1585]

## NOTICE

THE OFFICES of this Bank have been  
removed to PRINCE'S BUILDINGS,  
CHATER ROAD.  
Hongkong, 29th July, 1902. [2040]

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IMPORTERS and EXPORTERS, and  
Dealers in: Furniture, Blackwood,  
Jewellery, Carvings, Cutlery, Electro-Plate, and  
Glassware. Dining room and other Furniture  
on Hire, &c. For the HIGHEST GRADE,  
BEST and CHEAPEST.

8, QUEEN'S ROAD CENTRAL.  
Right opposite Robinson Piano Co.  
Hongkong, 20th November, 1901. [561]

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YAU MATI.

**MANUFACTURERS OF MOSAIC  
BRICKS of All Colours and Designs.**  
YEE SHUN & CO., Agents.  
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Hongkong, 8th March, 1902. [71]

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SPORT AND ANECDOTE.

## BY AN OLD FOGEY.

## A NON-CRICKETING CRICKET SECRETARY.

What curious folk one meets in connection with cricket! It seems strange how anybody can take consuming interest in such a scientific game without having at some time or other been a player, if only at school in the days of youth. And yet on our great grounds and in connection with both high and poor class clubs I have frequently met enthusiasts who are quite ignorant of the practical part of cricket. I will try to give you a pen portrait of a friend who rises before me. When I first knew him he was the honorary secretary of one of the best clubs in the country, and was one of the most assiduous and industrious officials to be found in a year's march. He never missed a meeting of the Committee, he had a voice in the selection of the teams, he was present at every match, and in short he was the life and soul of the organisation. A voluble speaker, not to say a rhetorician, he was an important personage in all councils. But he was more than a talker; he was a worker. Again he was a strong critic, not only of club players, but of county men. Nothing about him suggested aloofness of athletics or any form of sport and pastime. A plain man of medium height, a strict Churchman, and a gentleman in every sense of the word, I could only come to the conclusion that cricket was a passion with him. This meretricious and model club secretary is now well-known in the world, for he acts in the same official capacity for one of the oldest of the leading counties. When he assumed his duties the club was burdened with debt and was declining in prestige and playing ability, but now the roll of members has been doubled, the debt has disappeared, comparative affluence is experienced, young players are being found, and success in the future is almost assured. And yet this man has never taken part in a game of cricket in his life, and his greatest friend and confidant assured me that he had never in his life seen this model secretary handle either a bat or a ball. Mayhap I should give offence if I divulged the name of this gentleman, but I feel convinced that with him cricket is simply a passion which he cannot account for or control. But it only shows that brains will tell in the management of a club, and that practical knowledge of the game is not indispensable after all. The probability is that if my old friend had been a cricketer of even moderate abilities he would have been a very moderate sort of secretary. If we run over the first-class counties it is interesting to see the men who do the work at the secretarial desk.

## THE SECRETARIES OF YORKSHIRE AND LANCAIRES.

Now there is Mr. J. B. Westinholm, a silvery-haired old gentleman, who has been the head and front of Yorkshire when secretaries do congregate for more years than he would like to tell. Mr. Westinholm is a typical Tyke in mode of speech, for he says what he means and says it with a snap. He never played for his county, but I remember him once telling me that many years ago, before there was such a place as Bramall Lane, and that has been going since the mid-fifties, he used to get up at three and four in the morning for the cultivation of cricket. There were kindred spirits, of course, and these comrades in sport called themselves the Peep o' Day boys. Thus he imbibed a love of cricket which never left him, although Mr. Westinholm has an extensive, old-established, and old-fashioned business as a stockbroker. They do say that he voted the County Cricket Council up at Lord's out of existence, and he once remarked in my hearing that he would forgive Lancashire all their sins save the annexation of Albert Ward, and that he could never overlook Yes, Mr. Westinholm is a typical Tyke, and immensely proud of the county which has produced such famous players as George Freeman, George Ulyett, and George Hirst—the three Georges. But in Lancashire Mr. Samuel Swire is even a greater personality than Mr. Westinholm is in Yorkshire. Now I have heard Mr. Swire often maligning by people who have no personal or intimate knowledge of him. These remarks are in my opinion most unjust, for I have always found Sam Swire a sportsman and thoroughly genuine. Perhaps he is not gifted with the smooth answer that turneth away wrath, and maybe he is lacking in the *severe* *façade* of some people who have not his honesty of purpose and goodness of heart. As Mr. Swire is very much misunderstood, let me say a word or two without special pleading on his behalf. As a young man he played plenty of club cricket, and also assisted the Gentlemen of Lancashire when they had a club, and Lancashire. He was more of a bowler than a bat, but after all he was not of any great account as a cricketer. Still, as a secretary-manager he has no superior in many respects. Although he has been the honorary secretary of Lancashire ever since there has been a county club he has never received a penny piece—not even for personal expenses. Mr. Swire is a rich man, and this is his labour of love. All his subordinates speak highly of him, and I like to judge a man by the way he treats his inferiors. Mr. Swire, who is engaged in the cotton trade, is a magistrate, and a fine man, although strong in his prejudices and his likes and dislikes. He is as keen for the honour of Lancashire as both Lord Hawke and Mr. Westinholm rolled into one for Yorkshire. THE METROPOLITAN RIVALS—MIDDLESEX AND SURREY.

The metropolitan counties have two rival sportsmen for their official heads. Mr. A. J. Webb is the honorary secretary of Middlesex, although most of the clerical work is performed by Mr. J. A. Murdoch, who is on the staff at Lord's, and second only to Mr. F. E. Lacey, the secretary of the M.C.C. One need say little of Mr. Webb, who is now in his forty-fifth

year, and has virtually given up first-class cricket. Like the Stodd family, Mr. Webb is now far keener on religious and philanthropic works than on the game of summer, but I really cannot see that there is any incompatibility in the two, save on the question of the time that each requires. Cricket is a jealous mistress, and leaves little leisure for coquetting with any other subject for at least one-third of the year. Need I say that Mr. Webb has been one of our great test players. After making a name both at Harrow and Oxford University, he proved his value to Middlesex, and when Mr. I. D. Walker laid down the reins of captaincy, there was none more qualified to take up the post than Mr. Webb. He was an uncompromising batsman, and played many great innings for his county. But the greatest in number 243 (not-out) against Yorkshire was probably his finest achievement, as it was made at Huddersfield on a fiery wicket during the hot summer of 1887. I happened to know from what Mr. Webb once told me that he considered this innings the triumph of his career on the peaceful field. But Mr. Webb has never lost his interest in his school of Harrow, and in his Alma Mater of Oxford. No one takes a more real interest in the boys at school or in the young men at the "Varsity." Mr. Webb is like Mr. Swire in that he is more of a counselling secretary than a mere letter-writer and framer of balance-sheets and reports. But the secretary of Surrey, Mr. C. W. Alcock, J.P., is like Mr. A. J. Webb, an old Harrovian. Mr. Alcock has gained far more fame as a football player than as a cricketer, for at the winter game he is a famous international of the early seventies. Possibly the Surrey secretary was a good cricketer, but so far as I know he only played in one first class match, and he never scored a run, and he missed an easy catch. That is not a record to be proud of, and yet there never was a smarter secretary than Mr. Charles Alcock, of Sunderland by birth, but of Surrey by adoption. For about thirty years his Mr. Alcock been the principal official of Surrey, and in a large measure he has made Surrey the power who is to-day. Mr. Shuter did on the playing field what Mr. Alcock accomplished in the committee room. But Jack Shuter had such as George Lohmann, Walter Reid, Maurice Reid, and Bobby Abel to help him, and so in the council chamber, Mr. Alcock has always had the benefit of the wise words of Lord Alcestone, the Lord Chief Justice of England; Mr. William Cattle, for long years the honorary treasurer, and of General Marshall. Still Mr. Alcock has been a great man "quite on his own." Integrity of character, resoluteness of purpose, keen judgment of men, and a determination to do that which he decides upon are the chief characteristics of Mr. Alcock. Let me give an instance of his firmness of will. During the whole of the thirty years that he has been in office at the Oval Mr. Alcock has never tasted any alcoholic beverage on that ground, although he is not a teetotaler. Could the force of example further go? Of such material are monumental men made.

## THE OFFICIAL-BEARERS OF OTHER SHIRES.

On the secretaries of the other counties I must touch with lighter pen. The duties for Sussex are discharged by Mr. Walter Newham, who is now in his forty-second year—but not too old to occasionally help his county. A schoolmaster by profession, I should think he has his close upon twenty "centuries" in class cricket. He has played for Sussex for quite twenty years, and until Ragsdale passed his aggregate in the middle of last season, I should say that Mr. Newham had made more runs for Sussex than any other man. But the Oriental has now left him in the rear. Still Mr. Newham can amuse himself with his secretarial functions; the pen is mightier than the bat after all. Besides, when Mr. Newham is not looking after the best interests of Sussex, he is engaged in colouring a meerschaum and telling a good cricket tale. They are both agreeable occupations. Mr. W. Ansell is nominally the secretary of Warwickshire, but he has mainly done his work for the Midlands since years ago. Mr. Ansell is a busy professional man with a canonic wit and a keen managerial capacity, but he leaves most of the secretarial work to Mr. R. V. Ryder, a young Birmingham gentleman, who made all the arrangements for the recent Test Match at Birmingham. Mr. Ryder is an able lieutenant and a bit of a cricketer to boot. For Kent, Mr. A. J. Lancaster, of Canterbury, is a very efficient secretary, but he is chiefly engaged in similar work connected with a large institution in that city. For long years Dr. Russell Bennett, a medical man with a considerable practice in Southampton, has been the head and front of Hampshire, and he is its honorary secretary. He played for the county for about fourteen seasons, and was often very useful without being brilliant. Dr. Bennett, like Mr. Alcock and Mr. Westinholm, is keenly interested in Association football. Indeed, he was at one time the life and soul of the Southampton team. Not to have, as secretary, Mr. Henry Turner, a gentleman who has never played at all, but he has been invaluable since he succeeded Mr. Edwin Downie. It is an open secret that many of the regulations which now govern the Test matches were first evolved from the fertile brain of the energetic official of Netta. Mr. O. R. Borradaile, who has been the secretary of Essex for some years, is an old Westminister boy who has played considerable cricket in his time. He has helped Mr. C. E. Green to bring the county out of debt into comparative affluence, but I understand that this year Essex are likely to feel the strain of finance more than many other counties owing to the bad weather. An anecdote is a very useful man. Mr. Paul H. Foley, of Worcester, is an exceedingly rich country gentleman, the maker of Worcestershire cricket, and its secretary. There is no doubt that he has his strong and commendable qualities, without which Worcester would never have come to the fore, but a man can be even too generous.

Leicestershire are heavily indebted to Mr. Tom Burdett, a very quiet gentleman with much reserve force of character. The head of a big banking house in Leicester, he has for many years found time to do a great deal for the hunting shire, who now possess a well-equipped ground and a young and clever team. In a few seasons, Leicestershire will have one of the strongest teams in England, or I am much mistaken. What Somerset owes to Mr. H. Murray Anderson I should not like to calculate, but it must be a handsome sum. Quite an aristocrat, he has devoted all the leisure of a rather delicate man to a county which has always been struggling with monetary difficulties. Indeed, if money had been the be-all and end-all of county cricket, Somerset would long since have collapsed. Derbyshire have long been guided officially by Mr. W. Barclay Delacombe, one of the tallest men who play cricket, although only very occasionally does he appear in the ranks of his county. Last, but not least, comes Gloucestershire, the home of the Graces. Old Dr. Grace and his still more famous sons built up Gloucestershire as a cricketing county, and therefore it is only most and proper that a Grace should be the titular head. Fred Grace years ago joined the over-increasing majority, and "W. G." has for some time been associated in the promotion and development of the London County Club, a most useful organisation, but E. M. Grace, of Thornbury, remains to represent the family and act as secretary to the club. There never was a more enthusiastic player than "E. M.," who is now in his sixty-second year, and yet it was but the other day he was married for the third time. Early in the sixties he visited Australia, and was quite one of the most celebrated cricketers in the world. He has not a long roll of "centuries" to his name, but he has some five or six. His admiration for his brother, "W. G.," is intense, and when The Champion made his hundredth hundred against Somerset in 1895 I remember that "E. M." said he would have given a year of his life to have been at the wicket with him in that eventful moment. From what I know of "E. M." I believe him, for he dreams of cricket and lives for cricket. Of such stuff are the secretaries of our leading counties made, and all good men and true, whether they have been great cricketers or not. London, 28th June.

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LONDON, &c. via SUEZ CANAL.	TSINAN	Brit. str.	2 m.	Hollingsworth	PORTLAND & ASIATIC S.S. CO.	On 14th August, at Noon.
LONDON, &c. via SUEZ CANAL.	YAWATA MARU	Jap. str.	2 m.	A. E. Moss	NIPPON YUSEN KAISHA	On 18th August, at Noon.
LONDON, &c. via SUEZ CANAL.	AUSTRALIAN	Aust. str.	2 m.	Schwarz	NIPPON YUSEN KAISHA	On 18th August, at Noon.
LONDON, &c. via SUEZ CANAL.	KAGOSHIMA MARU	Jap. str.	2 m.	K. Kori	P. & O. S. N. Co.	On or about 11th August.
LONDON, &c. via SUEZ CANAL.	CEYLON	Brit. str.	2 m.	F. L. Sommer	NIPPON YUSEN KAISHA	To-day, at Noon.
LONDON, &c. via SUEZ CANAL.	HAKATA MARU	Jap. str.	2 m.	G. W. Cookman, R.N.R.	P. & O. S. N. Co.	On or about 7th August.
LONDON, &c. via SUEZ CANAL.	MAZARU	Jap. str.	2 m.	N. Trenat	NIPPON YUSEN KAISHA	On 15th August, at Daylight.
LONDON, &c. via SUEZ CANAL.	SAVOIA	Ger. str.	2 m.	Rebblumund	HAMBURG-AMERIKA LINIE	To-day, at Noon.
LONDON, &c. via SUEZ CANAL.	CHUSAN	Brit. str.	2 m.	U. L. Daniel	P. & O. S. N. Co.	On or about 2nd August.
LONDON, &c. via SUEZ CANAL.	DAIJIN MARU	Jap. str.	2 m.	T. Ogata	MIYOSU BUSAN KAISHA	On 3rd August.
LONDON, &c. via SUEZ CANAL.	ANPIN MARU	Jap. str.	2 m.	G. Sakano	MIYOSU BUSAN KAISHA	To-day.
LONDON, &c. via SUEZ CANAL.	MAIMURU MARU	Jap. str.	2 m.	T. Saito	MIYOSU BUSAN KAISHA	On 6th August.
LONDON, &c. via SUEZ CANAL.	HAICHING	Brit. str.	2 m.	Hodgins	BUTTERFIELD & SWIRE	To-morrow, at Noon.
LONDON, &c. via SUEZ CANAL.	KAIFONG	Brit. str.	2 m.	Rodger	SHAW, TOMES & CO.	On 2nd August, at 4 p.m.
LONDON, &c. via SUEZ CANAL.	DIAMANTE	Brit. str.	2 m.	Tate	MIYOSU BUSAN KAISHA	On 7th August, at Noon.
LONDON, &c. via SUEZ CANAL.	ROSETTA MARU	Jap. str.	2 m.	Isaenman	MELCHERS & CO.	To-day.
LONDON, &c. via SUEZ CANAL.	SANDAKAN	Brit. str.	2 m.	E. J. Buller	JARDINE, MATHESON & CO.	To-day, at 3 p.m.
LONDON, &c. via SUEZ CANAL.	KUMSANG	Brit. str.	2 m.	W. B. Palmer	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON, &c. via SUEZ CANAL.	PEKIN	Brit. str.	2 m.	S. H. Balam	DODWELL & CO. LTD.	On 8th August, at 3 p.m.
LONDON, &c. via SUEZ CANAL.	CATHARINE & ARKAT	Brit. str.	2 m.	M. Yagi	NIPPON YUSEN KAISHA	On 15th August, at Noon.
LONDON, &c. via SUEZ CANAL.	MIKE MARU	Jap. str.	2 m.	M. Yagi	NIPPON YUSEN KAISHA	On 15th August, at Noon.

## SHIPPING.

## ARRIVALS.

July 29, AFRIKADE, German str., 650, A. P. Tidrup, Hoilow: 8th July, General-JESSEN & Co.  
July 29, EMPRESS OF CHINA, British str., 3,003, E. Archibald, R.N.R., Vancouver 11th June and Shanghai 27th July, Mails and General.—C. P. E. Co.  
July 29, Tsuboiguan Maru, Japanese str., 2,550, T. Natsuka, Kaituma 23rd July, Coal.—Mitsui Bussan Kaisha.  
July 29, ADAM CROSSLAND, British str., 2,166, M. B. Moody, Mo: 22nd July, Coal.—M. B. KAISHA.  
July 30, ANARA, British steamer, 1,565, C. J. Matloch, Mo: 22nd July, Coal.—JARDINE, MATHESON & CO.  
July 30, BENALDER, British steamer, 1,958, McIntosh, R.N.R., Singapore 24th July, General.—GIBB, LIVINGSTON & CO.  
July 30, CHINA, German str., 1,130, Krubbe, Sourabaya 19th July, Coal.—CHINESE.  
July 30, DENBIGH, British str., 2,448, Davis, Middleboro', London and Straits 23rd July, General.—SHEWAN, TOMES & CO.  
July 30, HAICHING, British str., 1,267, A. E. Hodgins, Foochow via Amoy and Swatow 25th July, General.—DOUGLAS, LARSEN & CO.  
July 30, HUNAN, British str., 1,142, Frazier, Swatow 25th July, General.—BUTTERFIELD & SWIRE.  
July 30, INDYVILLI, British str., 3,152, W. E. Trenat, N.Y. 17th July, General.—ALLAN C. MCKEON.  
July 30, PINGSUEY, British str., 4,149, Ellison, Warrall, Singapore 23rd July, General.—DODWELL & CO. LTD.  
July 30, TIENTSIN, British str., 1,227, Mathias, Sourabaya 21st July, Sugar.—BUTTERFIELD & SWIRE.  
July 30, TINGSON, British str., 1,045, W. E. Sawyer, Mo: 23rd July, Coal.—JARDINE, MATHESON & CO.  
July 30, YAWATA MARU, Jap. str., 2,368, A. E. Moss, Yokohama via Nagasaki 26th July, General.—NIPPON YUSEN KAISHA.

## CLEARANCES.

At THE HARBOUR MASTER'S OFFICE.  
30th July.  
Cubi Diederichsen, German str., for Hoilow.  
Hokata Maru, Japanese str., for Kobe.  
Lokang, British str., for Shanghai.  
Tientsin, British str., for Kobe.  
Tiro, Austrian str., for Singapore.  
Tosa Maru, Japanese str., for Shanghai.  
DEPARTURES.  
30th July.  
Diu, Portuguese cruiser, for Macao.  
GALIC, British str., for Sey Francisco.  
LUOKS, German gublet, for Canton.  
P. LYNESON, French str., for Shanghai.  
TAICHOW, German str., for Bangkok.  
TA YUAN, British str., for Australia.  
TRIUMPH, German str., for Hiphong.  
VULCAN, British str., for Mo:.

## VESSELS IN DOCK.

30th July.  
ADELPHI DOCK.—Chamisso.  
Kowloon Dock.—H.M.S. Wern, Zofra, Solent, Michael Jahan, Huo, Duke of Fife, Sihan.  
COSMOPOLITAN DOCK.—Marie Jahan, Sabine, Richman, Crown of Aragon.

## SHIPPING REPORTS.

The British steamer Indravilla, from Port and 17th June, had strong gales throughout.  
The British steamer Denbighshire, from Middleboro', Liverpool and Straits 23rd July, had strong westerly wind to port.  
The British steamer Anara, from Mo: 22nd July, had typhoon off coast; between Haehe and Amoy followed by strong S.W. winds and heavy sea.  
The British steamer Huanan, from Swatow 29th July, had strong to fresh S.E. breeze, with light S.W. swell and occasional rain squalls, sky overcast and threatening.  
The British steamer Pingsuey, from Singapore 23rd July, had heavy gale on Sunday, 27th, from W. and W.S.W. with very heavy sea; moderating towards evening.

The British steamer Tientsin, from Mo: 23rd July, had strong S.E. wind and high sea round to Haehe Island, wind changed round to N.E. gradually changing again to S.E. whilst coming down Formosa Channel. Heavy head sea last 24 hours; fine weather and moderate sea.  
The British steamer Haehe, from Coast Ports 25th July, experienced strong N.E. winds and overcast, heavy sea to Amoy; the S.E. gale and heavy sea and very heavy squalls with thick rainy weather to Swatow; then moderate southerly wind with heavy swell and overcast to arrive.  
The Japanese steamer Tsuboiguan, from Kaituma 23rd July, had strong southerly breeze and fine weather with S.E. light swell to Tungyang. From Tungyang to Lamook fresh gale and cloudy weather with occasional squalls rain and easterly heavy sea and southerly high swell. Lowest barometer indicated 29.50 (on typhoon barometer). From Lamook to port moderate gale to strong breeze and cloudy weather with occasional squalls rain and easterly heavy sea and southerly high swell.

## NOT RESPONSIBLE FOR DEFTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEFT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:—  
Standard Oil Co.  
Adolph Oberg, Amr. barque, S. Amesbury.  
Allan, American ship, McKay.—Standard Oil Co.  
Kilat, British ship, John Hughes.—ORDER.

## VESSELS ON THE BERTH.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.  
TRANS-PACIFIC SERVICE.  
TO  
VICTORIA (B.C.) TACOMA AND SEATTLE.  
Calling at SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

"PINGSUEY".  
6,457 Tons, Commander E. Warrall, is due here 10-day, and will be despatched for the above ports TO-DAY, the 31st inst.  
For rates of Freight and further Particulars apply to  
DODWELL & CO., LD.  
Agents.

Hongkong, 29th July, 1902. [2035]

## FOR NAGASAKI &amp; VLADIVOSTOK.

THE Steamship  
"SAVOIA".  
Capt'n Rebblumund, will be despatched for the above ports TO-DAY, the 31st inst., at Noon.  
This Steamer has superior accommodation for First Class Passengers and carries a Doctor.  
For Freight or Passage, apply to  
HAMBURG-AMERIKA LINIE.  
Hongkong Office.

Hongkong, 30th July, 1902. [2022]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALUTTA.  
THE Company's Steamship.  
"KUMSANG".  
Capt'n E. J. Buller, will be despatched as above TO-DAY, the 31st inst., at 3 p.m.  
For Freight or Passage, apply to  
JARDINE, MATHESON & CO.  
General Managers.

Hongkong, 29th July, 1902. [2045]

## UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(ROB. M. SLOMAN & CO., HAMBURG.)  
FOR NEW YORK  
THE full-powered Steamship  
"VERONA".  
Capt'n Spiesen, will be despatched for the above port TO-DAY, the 31st inst.  
For Freight, apply to  
CARLOWITZ & CO.  
Agents.

Hongkong, 29th July, 1902. [1888]

## NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA.

IN CONNECTION WITH  
NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing.
DUKE OF FIFE	3,821	J. S. Cox	August 2nd
VICTORIA	3,504	J. Panton	August 9th
TACOMA	2,811	A. Dixon	August 23rd
GLENSIDE	3,750	G. E. Warner	September 20th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES OF THE UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 232.  
Excellent accommodation. First-class Table, Doctor and Stewardess carried.  
Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINE.  
HONGKONG TO NEW YORK, 245.  
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night TACOMA to New York in 44 days. Magnificent scenery of the Rocky and Cascade Mount.

HONGKONG TO VICTORIA AND TACOMA, 235.  
The best route to the Klamath Gold Fields. Frequent sailings from Victoria and Tacoma to DRYA and St. MICHAEL.

Rates of Passage to other points on application.  
A Special Rate allowed to members of Goodland Service.  
For further information as to Passage or Freight, apply to  
DODWELL & CO., LIMITED.  
General Agents.

Hongkong, 25th July, 1902. [7]

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA, AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.  
"Empress" Twin Screw Steamships—8,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.  
(Subject to Alteration.)  
R.M.S. "EMPEROR OF CHINA"....Comdr. R. Archibald, R.N.R. WEDNESDAY 6th Aug.  
R.M.S. "EMPEROR OF INDIA"....Comdr. O. P. Marshall, R.N.R. WEDNESDAY 27th Aug.  
R.M.S. "TARTAN"....Comdr. E. Beetham, R.N.R. WEDNESDAY 10th Sept.  
R.M.S. "EMPEROR OF JAPAN"....Comdr. E. Pyne, R.N.R. WEDNESDAY 24th Sept.  
R.M.S. "ATHENIAN"....Comdr. H. Mowat WEDNESDAY 8th Oct.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and ABOUT THE WORLD. Return tickets to various points at reduced rates; Good for 4, 6, 8, and 12 months.

SPECIAL RATES (First class only) granted to Ministers, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Government.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIOUS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

SPECIAL EXTRA SERVICE.  
The Company's Steamships "TARTAN" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES.

In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Steamer taken from YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to  
D. E. BROWN, General Agent,  
Pedder's Street.

Hongkong, 29th July, 1902. [6]

## PENINSULAR AND ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SINGAPORE, PENANG and BOMBAY	W. B. Palmer	Afternoon, 1st August	Freight only.
SHANGHAI	CHUSAN	About 2nd August	Freight or Passage.
LONDON, &c.	VALETTA	Noon, 2nd August	See Special Advertisement.
LONDON	BOMBAY	Noon, 8th August	Freight or Passage.
KOBE	MAZARU	About 7th August	Freight only.
YOKOHAMA, via SHANGHAI, MOJI and KOBE (Passing through the Inland Sea)	CHYLON	About 11th August	Freight or Passage.

Hongkong, 31st July, 1902.

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY)

STEAMERS.	DESTINATIONS.	SAILING DATES.
HAKATA MARU	KOBE and YOKOHAMA	THURSDAY, 31st July, at Noon.
YAWATA MARU	SYDNEY and MELBOURNE via SAID	THURSDAY, 2nd August, at Noon.
BINGO MARU	MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, and PORT SAID	SATURDAY, 9th August, at Daylight.
KAGA MARU	VICTORIA, B.C., and SEATTLE, U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 11th August, at 4 p.m.
AWA MARU	KOBE and YOKOHAMA	FRIDAY, 15th August, at Daylight.
MIKE MARU	SINGAPORE, COLOMBO, and BOMBAY	FRIDAY, 15th August, at Noon.
KAGOSHIMA MARU	MOJI, KOBE, and YOKOHAMA	SATURDAY, 16th August, at Noon.
RIOSUN MARU	VICTORIA, B.C., and SEATTLE, U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 25th August, at 4 p.m.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.  
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.  
A. S. MIHARA, Manager.

## HAMBURG-AMERIKA LINIE.

## NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRINITY, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SILESIA	HAYRE and HAMBURG	On 1st Aug. (Freight and Passengers.)
Capt. Bahl	(Calling at Singapore and Colombo)	
AMBRIA	HAYRE and HAMBURG	On 14th Aug. Freight.
Capt. Ehlers	(Calling at Singapore and Penang)	
C. FRED LARSEN	HAYRE and HAMBURG	On 28th Aug. Freight.
Capt. Fuchs	(Calling at Singapore and Colombo)	
KONGSBERG	HAYRE and HAMBURG	On 10th Sep. (Freight and Passengers.)
Capt. Blyer	(Calling at Singapore and Penang)	
ANDALUSIA	HAYRE and HAMBURG	On 24th Sept. Freight.
Capt. von Dohren	(Calling at Singapore and Colombo)	
REIBURG	HAYRE and HAMBURG	On 8th Oct. Freight.
Capt. Prosch	(Calling at Singapore and Penang)	

For Further Particulars, apply to  
HAMBURG-AMERIKA LINIE.  
HONGKONG OFFICE.  
QUEEN'S BUILDINGS, No. 1.

## IMPERIAL GERMAN MAIL LINE.

## NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG. PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS. ALSO LONDON, NEW YORK, BOSTON, NEW ORLEANS, SAVANNAH, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.  
N.B.—Cargo can be taken on THROUGH BILLS OF LADING FOR THE PRINCIPAL PORTS IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.



Viper. French gunboat. 400 tons, 4 guns, 441  
h.p., Lieut. Villeneuve, at  
Vladimir Monomakh, Russian cruiser, 600 tons,  
16 guns, Capt. W. Wasilic, at Hongkong.

Verwaerts, German gunboat, Capt. von Weis-  
on Yangtze.  
Wilmington, American cruiser, 1,307 tons, 8  
guns. Comdr. E. S. Prine at Shanghai.

Yokotama, American gunboat, 1,793 tons, 8 guns, 1,801 h.p., Comdr. W. Swift, at Yokohama  
Zabinka, Russian cruiser, 1,230 tons, 20 guns, 1,194 h.p., Comdr. ohkruff, at Dalny  
Zaire, Portuguese gunboat, 558, Cpt. Leol, at Hongkong

His Britannic Majesty's Ships  
IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns,  
3,000 h.p., Comdr. S. E. Erskine, at  
Shanghai.

Albion, battleship, 12,950 tons, 16 guns, Capt.  
C. G. F. M. Cradock, at Shanghai.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p.,  
Comdr. E. D. Hunt, Straits.

Archimedes, cruiser, 4,200 tons, 10 guns, 5,000 h.p., Captain J. Startin, at Nagasaki  
Argonaut, 1st class cruiser, 11,000 tons, 16 guns, Capt. G. H. Cherry, R.N., Japan  
Blenheim, 1st class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. F. H. Henderson, C.M.G., at Nagasaki  
Bramble, gunboat, 710 tons, 6 guns, 1,300 h.p., at Nagasaki

Lieut.-Comdr. M. Leake, at Taku  
Brimstoner, gunboat, 710 tons, 6 guns, 1,800 h.p.  
Lieut.-Comdr. ———, at Ichang  
Cressy, cruiser, 12,000 tons, 14 guns, 21,000  
h.p., Capt. H. M. Tudor, at Weihsaiwei  
Eclipse, cruiser, 5,600 tons, 11 guns, Captain  
Stoker, at Hongkong  
Esk, gunboat, 363 tons, 3 guns, 200 h.p., Lieut.-

Comdr. W. F. Bunt, at Shanghai
Esperie, gunboat, 1,070 tons, 10 guns, Captain
Barton, at Nagasaki
Fame, torpedo-boat destroyer, 360 tons, 6 guns,
5,700 h.p., at Shanghai
Fearless, cruiser, 443 tons, 12 guns, Capt. J. R.
Grubbs, at Hongkong
Firebrand, gunboat, 455 tons, 4 guns, 360 h.p.,

Glory, battleship, 12,950 tons, 16 guns, 13,500 h.p., Captain W. A. Carter, at Weihaiwei

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Gouath, battleship, 12,950 tons, 18 guns, 13,500  
h.p., Capt. Lewis E. Wintz, at Weihaiwei.  
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Hardy, torpedo-boat destroyer, 260 tons, 6 guns,  
4,000 h.p., Lieut.-Comdr. G. C. Hardy, en  
route Weihaiwei.  
Hart, torpedo-boat destroyer, 260 tons, 6 guns,

4,000 h.p., at Weihaiwei  
Hamber, storeship, 1,640 tons, Comdr. H. J.  
Davison, at Weihaiwei  
Janus, torpedo-boat destroyer, 280 tons, 6 guns,

3,900 b.p., in reserve, at Hongkong  
Kinshu, river gunboat, 331 tons, Lieut.-Comdr.  
G. B. Powell, on the Yangtze  
Moorhen, river gunboat, 180 tons, 2 guns, at  
Hongkong  
Mudine, sloop, 980 tons, 10 guns, Comdr. C.  
W. M. Plenderleath, at Swatow  
Ocean, battleship, 12,950 tons, 16 guns, 13,500  
i.h.p., Captain Richard W. White, at  
Weihsaiwei

Otter, torpedo-boat destroyer, 350 tons, Ident.  
 Comdr. Kaye, at Hongkong  
 Phoenix, sloop, 1,015 tons, 6 guns, 1,400 h.p.  
 Comdr. W. H. Nicholson, at  
 Pique, cruiser, 3,800 tons, 8 guns, 7,000 h.p.  
 Capt. H. C. Reynolds, at Shanghai  
 Rambler, surveying-ship, 583 tons, Capt. Morris  
 H. Smyth, at Hongkong

Rissido, sloop, 930 tons, Comdr. D. St. Aubyn,  
Wake, at Shanghai  
Robin, river gunboat, 85 tons, 2 guns, 240 h.p.  
Lieut.-Comdr. Godfrey G. Webster, o  
West River  
Rosario, sloop, 980 tons, 6' guns, 1,400 h.p.

Comdr. A. W. Hamilton, at Swatow  
Sandpiper, river gunboat, 85 tons, 2 guns; 24

1000 1st Lieut. Comdr. Chert, at Hong Kong  
 Ship, river gun-boat, 55 tons, 2 guns, 240 h.p.  
 1000 1st Lieut. Comdr. R. W. Dalrymple, at Ichang  
 Swift, gun-vessel, 758 tons, 6 guns, 870 h.p.,  
 reserve, at Hongkong  
 1000 Taku, torpedo-boat destroyer, 250 tons, 6 guns,  
 5,800 h.p., in reserve, at Hongkong  
 1000 Talbot, cruiser, 6,900 tons, 11 guns, 9,600 h.p.  
 1000 Capt. F. G. Stopford, at Kobe  
 1000 Tamsar, receiving ship, 4,500 tons, 6 guns, Comdr.  
 Theodore Robinson, at Hongkong  
 1000 Thal, river gunboat, 180 tons, 2 guns,  
 reserve, at Hongkong

Shanghai  
Tweed, gunboat. 362 tons, 3 guns, 200 h. p.

W. Vestal, sloop, 980 tons, 10 guns, 1,400 h.p.  
Capt. Frank H. Leyton, at Singapore  
p. Waterwitch, surveying ship, 620 tons, 450 h.p.

24. Lieut.-Comdr. W. O. Lyne, at Chetoo  
at Whiting, torpedo-boat destroyer, 360 tons, 6 guns,  
5,900 h.p., Lieut. and Comdr. Mackenz  
at Shanghai

Wivern, coast defence ship, armoured, 2,750 tons,  
4 guns, 1,000 h.p., in reserve, at Hongkong.  
Woodlark, gunboat, 150 tons, 2 guns, 550 h.p.,  
Lieut. Comdr H. E. Hillman at Ichang.

Woodcock, gunboat, 150 tons, 2 guns; 550 hp.  
Lient.-Comdr. H. W. R. Watson,  
Hankow

**CARTRIDGES! CARTRIDGES!**  
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